

Washington, DC. More troops were sent to Vietnam. On Broadway, Ginger Rogers was starring in "Hello Dolly!," and Art Carney and Walter Matthau were "The Odd Couple." In Montgomery County, MD, the Chevy Chase Library first opened its doors.

Mr. Speaker, I congratulate the Chevy Chase Library on its 30th birthday, and I wish the staff, the volunteers, and the citizens of the Town of Chevy Chase continued success.

#### GOOD TRANSPORTATION CHOICES

HON. BOB FILNER

OF CALIFORNIA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 21, 1995

Mr. FILNER. Mr. Speaker, Americans need good transportation choices. We in Congress need to help empower people to make transportation choices that work for commuters, for businesses, for senior citizens, and young people alike. Toward that end, I want my colleagues to see an article that appeared in the New York Times business section, Sunday, August 20, reflecting the broad base of support for the transportation policies we passed in ISTEA. This article was cowritten by Gerald Bartels, the president of the Atlanta Chamber of Commerce, and Jeff Blum, transportation policy director of the consumer group Citizen Action.

MORE HIGHWAYS ALONE WON'T EASE TRAFFIC  
(By Gerald L. Bartels and Jeff Blum)

Across America, we are building more highways to relieve traffic congestion in metropolitan areas, but it doesn't work. Our roads are simply too crowded—and building more means intolerable costs and environmental problems, while the congestion reappears in a few short years. As we enter the 21st century, public transportation is the only cost-effective way that growing communities can ensure mobility for their citizens.

The most cost-effective transportation budget is, therefore, one that balances investments in roads, trains, and buses. Four years ago, Congress and President George Bush developed the Intermodal Surface Transportation Efficiency Act in an attempt to reduce traffic congestion and air pollution by investing in both public transportation and highway construction.

But the budget versions adopted now by the U.S. House of Representatives and Senate have unwisely abandoned that balanced approach.

For Fiscal Year 1996, Congress has proposed to slash funds for public transportation and Amtrak while substantially increasing highway subsidies. 89% of the proposed House cuts in transportation assistance would come out of public transit and Amtrak, though they constitute 15% of the Federal transportation budget.

Meanwhile, highway subsidies—52% of the transportation budget—would rise by more than a half billion dollars. The Senate plan, while reducing highway funding by 3.7%, cuts mass transit funding by three times as much.

In the Atlanta area, events at the Georgia Dome and Atlanta-Fulton County Stadium, as well as next year's Olympics, depend on the transit system, MARTA. And the growing Perimeter Center commercial district on the edge of town will thrive only with the expansion of public transit, as well as carpooling and pedestrian walkways.

America needs efficient buses, subways and intercity trains to keep traffic moving

quickly, to keep our air clean and to get people to their jobs. Americans need efficient transit to encourage compact community development that preserves open space and uses infrastructure wisely so that metropolitan areas can sustain growth for generations to come.

America needs convenient, affordable transit to allow people leaving welfare to get to jobs. America also needs a healthy balance between local needs and federal resources. Congress should, therefore, promote a balanced transportation policy that:

Offers equal Federal matching dollars for public transportation and highways alike; Why skew our building projects toward more highways, if what communities really need is more public transit? Local elected officials should set the priorities and make the allocations of transportation dollars.

Continues to assist local transit systems through the transit operating assistance program: Many communities, especially smaller ones, depend on federal aid to keep buses and subways running. The Mobile, Ala., bus system has shut down in anticipation of unbridgeable cuts in Federal assistance. And as many as 60 other systems may follow suit.

Maintains the strong Federal interest in transit capital and technological-innovation programs: With little room to expand our packed metropolitan-area highways, the nation must expand public transit. Federal help should be available to regions that cannot afford such a major investment—just as large infusions of Federal capital helped build our world-renowned highway system. At the same time, the Government must continue to support the development of innovation like high-speed intercity rail; low-weight, low-pollution buses; up-to-the-minute schedule information accessible from peoples' homes, and technology that allows buses to pass through traffic signals ahead of cars.

Preserves a strong national passenger railroad: In many congested regions, intercity rail is by far the most cost-effective way to travel. Amtrak passenger miles rose 48% between 1982 and 1993. Ridership rose 87% on Northeast Corridor Metroliners, 49% between San Diego and Los Angeles, and 10% between St. Louis and Chicago.

Yes, Congress and the President must be hardheaded when it comes to spending our dollars. But when we reduce the budget, let's give public transportation a fighting chance.

#### SIKH MILITANTS ASSASSINATE CHIEF MINISTER IN PUNJAB

HON. SHERROD BROWN

OF OHIO

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 21, 1995

Mr. BROWN of Ohio. Mr. Speaker, I wish to call our colleagues' attention to the latest in the tragic series of events that have plagued the Punjab region of India for more than a decade. On August 31, 1995, Chief Minister Beant Singh, a leading advocate of peace in the Punjab region, was viciously assassinated by Sikh terrorists.

Mr. Speaker, the time has come for every Member of this House to condemn these violent acts perpetrated by Sikh militant factions. Unfortunately, some of our colleagues have chosen to carry the banner for the Sikh militants in Punjab by working closely with the so-called Council of Khalistan. Perhaps this latest tragic act will be enough to convince those Members that support for groups that promote violence only begets further violence.

Responsible Members of this House must condemn each and every terrorist act perpetrated by these militants. We must also challenge our colleagues who support the Council of Khalistan because it benefits their own domestic political needs to realize that their support for the council is furthering a terrorist agenda in India.

While fighting terrorist, Chief Minister Singh also worked simultaneously to bring the people of Punjab back into the mainstream political democracy upon which the nation of India prides itself.

Mr. Singh was duly elected by the people of Punjab in 1992 and he dedicated his life to maintaining democracy.

Mr. Speaker, as the relationship between our country, the world's oldest democracy, and India, the world's democracy, continues to flourish and expand, let us support unequivocally the advocates of peace in Punjab. And, without fear or hesitation, I would hope that every Member, regardless of political persuasion or ideology, would join me in condemning those enemies of peace who assassinated the Chief Minister and his staff.

#### HONORING COCOPAH TRIBE CHAIRMAN PETER SOTO

HON. ED PASTOR

OF ARIZONA

IN THE HOUSE OF REPRESENTATIVES

Thursday, September 21, 1995

Mr. PASTOR. Mr. Speaker, it is with great remorse that I inform my colleagues on the passing of a friend and a great leader of our native American community: Mr. Peter Soto, chairman of the Cocopah Nation.

Pete, as a young man, received his education in Yuma, AZ. A firm believer that education was the key to success, Pete devoted himself to pursuing a degree, which he attained at Harvard University. After graduating, Pete returned to the Cocopah Nation and served as tribal vice chairman. During his tenure as the vice chairman, Pete worked with the Indian Education Program and the Yuma High School district.

Completing his term as vice chairman, Pete assumed a position with the Bureau of Indian Affairs Education Department. In that capacity, Pete was instrumental in developing and directing educational programs for the Bureau of Indian Affairs. Pete was a strong advocate of education and was dedicated to improving the educational opportunities for our native American youth. Through his endeavors many of our young native Americans have received, and continue to receive, an education.

In 1990, Pete returned to his nation to serve as the Cocopah tribal business facilitator. Pete strove to enhance and implement economic development for the Cocopah Nation. During this time he also served his community as vice chairman of the board of commissioners for the housing authority.

On July 8, 1994, Pete was elected as chairman of the Cocopah Nation. Under his leadership, the nation began an extensive program to make education available to all members of his nation. Pete continued his strong advocacy of tribal economic development, and strove to develop business enterprises and to attract business investment to his nation.

I would also like to recognize Pete for his dedicated service in defense of our Nation.